

SMART PROCESSES WITHIN THE CITY OF NORFOLK

Everyone should know... what's new?

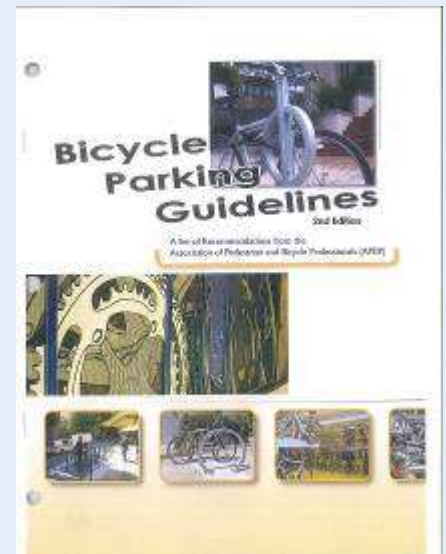
Off-Street Parking Regulations

of the City of Norfolk

ZONING ORDINANCE TEXT AMENDMENT

- City-Wide Off-Street Parking Changes
- Brand New provisions for bicycle parking

Adopted by City Council – March 25, 2014



FOR MORE INFORMATION PLEASE CONTACT:
Matthew Simons, City of Norfolk Planning Department
757-664-4750 or matthew.simons@norfolk.gov

Revisions to Parking Requirements – ADOPTED MARCH 25, 2014

Issue:

For years the Parking Chapter of the *Zoning Ordinance* of the City of Norfolk has not reflected current ITE (Institute for Transportation Engineers) standards, the diverse conditions and the changing environment of our City.

Goals:

Parking standards should:

1. Coincide with the Downtown, Traditional and Suburban Character districts.
 - a. Require less parking in Downtown areas than in Suburban areas for certain uses.
2. Allow for the reuse of older buildings that currently have no parking
 - a. Recognize existing nonresidential buildings with no parking to be vested (grandfathered) with parking associated with the least intense use allowed in the district
3. Allow for a reduction in required parking for nonresidential uses where mass transit is accessible
 - a. Reduce the amount of parking required if development is near mass transit
4. Enhance the bicyclist and pedestrian experience
 - a. Create requirements for bicycle parking and storage
 - b. Overall reduction of parking required may result in more open space/landscaping
5. Discourage excessive parking
 - a. Establish a flexible maximum parking requirement

Adopted Modifications and Additions to the Zoning Ordinance:

Parking Requirements

- Use quantifiable methods for determining parking requirements
 - Eating/Eating and Drinking (restaurants)/Entertainment Establishments:
 - Previously: Based on number of indoor seats
 - Proposed: Based on square footage
- **New** Scaled Reduction in Parking Requirements for Certain Uses in Character Districts
 - Commercial uses:
 - Downtown: 1 parking space per 600 square feet
 - Traditional: 1 parking space per 300 square feet
 - Suburban: 1 parking space per 250 square feet
 - Multi-Family Development:
 - Downtown: 1.5 parking spaces per unit
 - Traditional: 1.6 parking spaces per unit
 - Suburban: 1.75 parking spaces per unit
 - Eating/Eating and Drinking (restaurants)/Entertainment Establishments:
 - Downtown: 1 parking space per 250 square feet
 - Traditional: 1 parking space per 175 square feet
 - Suburban: 1 parking space per 150 square feet

New

Locational Standards

- Suburban: Parking may be located anywhere on site except in required yards (setbacks)
- Traditional: Parking may be located anywhere on lot, but if adjacent to a street, must provide landscaping and wall/hedge/fence
- Downtown: Parking may be located to the side or rear of building, but if adjacent to a street, must provide landscaping and wall/hedge/fence

Alternative Parking

- Off-Lot Parking
 - Previously: If within 500 ft., allowed by Special Exception
 - Proposed:
 - If within 500 ft. of site, administratively approve
 - If more than 500 ft. from site, require Special Exception
- Shared Parking
 - Reduce/eliminate parking requirements for uses on same site with different hours of operation or days of operation.

New

- Valet Parking
 - Must be identified with signage and requires an attendant

New

- Vested Parking (grandfathered development)
 - Nonresidential buildings will be vested for their existing deficiencies.

New

- Mass Transit Reduction
 - Nonresidential uses could receive a reduction of required parking is located within close proximity to Light Rail Transit (LRT) station

New

Bicycle Parking

- New bicycle parking requirements for new development
- Specific requirements for Patron Use (short-term) and Employee/Resident Use (long-term).
 - Specific minimum locational/dimensional criteria

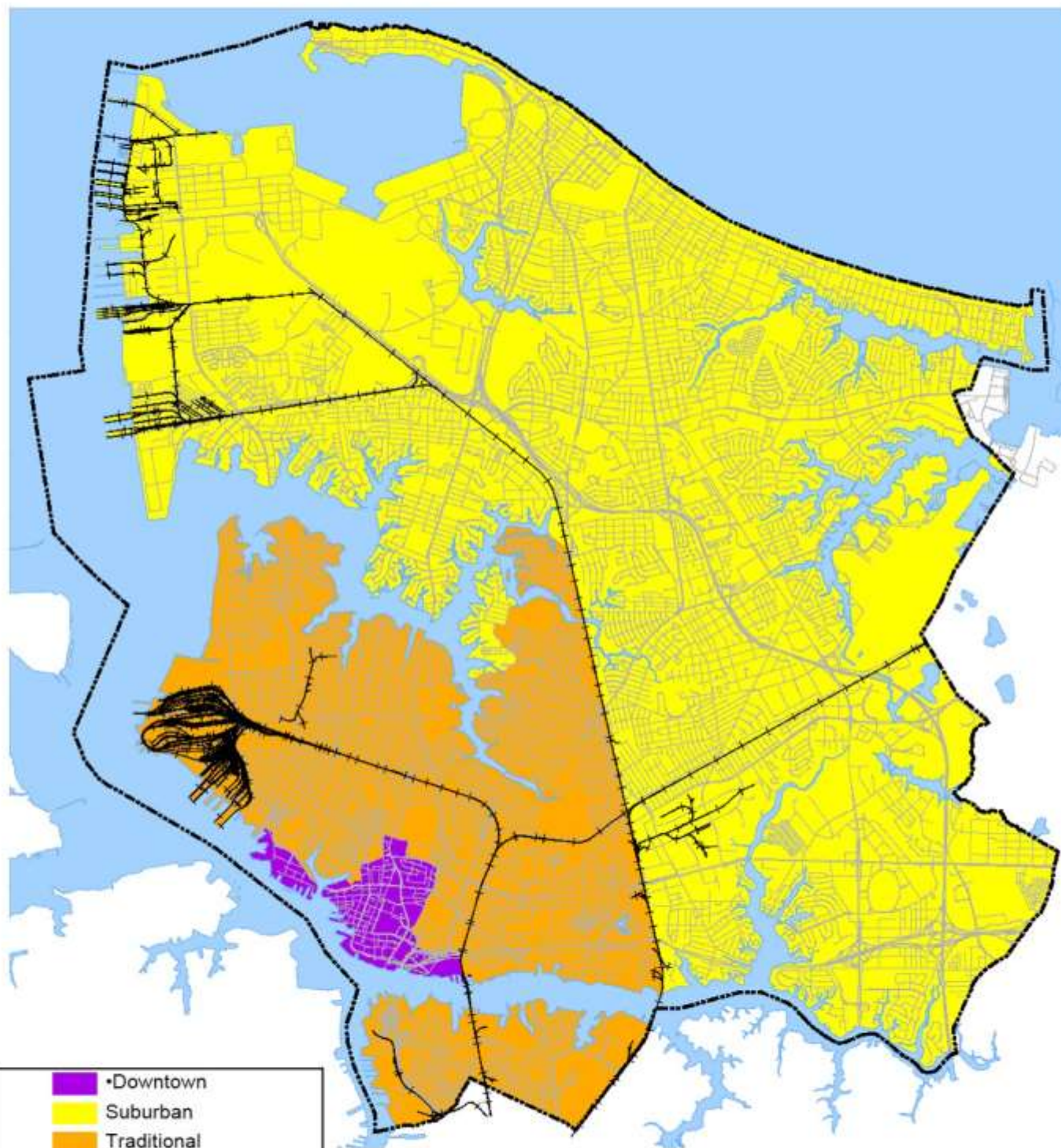
New

Maximum Parking Requirements – Commercial uses

- No more than 125% of minimum parking required
 - Can exceed if 25% more landscaping than is required is provided, OR;
 - If structured parking (parking garage) is provided

What types of uses are NOT affected by any of the adopted changes?

- Single-Family residential uses – no change
- No changes for residential uses in HC (Historic and Cultural Conservation) districts
- Most land uses located in the Suburban Character District – no change
- Existing buildings and existing uses – no change
 - New regulations only affect:
 - New development,
 - Substantial redevelopment, or;
 - New business proposals



- Downtown
- Suburban
- Traditional
- +— Railroads Street
- Centerline

0 1,960 3,900 7,800 Feet

•This map for graphic purposes only
Prepared by Department of Planning &
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